

The American Observer

A free, virtuous, and enlightened people must know well the great principles and causes on which their happiness depends. -- James Monroe

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U. S. Menaced By Conflicting Groups

Threatened Coal Strike Calls Attention to Many Issues
Dividing People

WAR EFFORT IS IN DANGER

Can American People Rise to Situation
Created by Grave National
Emergency?

By WALTER E. MYER

It is the policy of this paper not to comment editorially on problems which are considered, but to state the facts pertaining to each problem, then to present pro and con arguments in the case of controversial questions. The following article is an exception to that rule. The problem is discussed in a signed statement by the editor of THE AMERICAN OBSERVER, who expresses his own views and invites readers to formulate and express their independent judgments.

The coal strike, despite the 15-day truce, is the chief problem of the week on the home front. When the coal miners of the nation stopped work, the whole war effort was endangered. War plants cannot operate without coal. Neither can the railroads. If the coal supply is shut off, the nation, engaged as it is in a death struggle with powerful enemies, will be paralyzed.

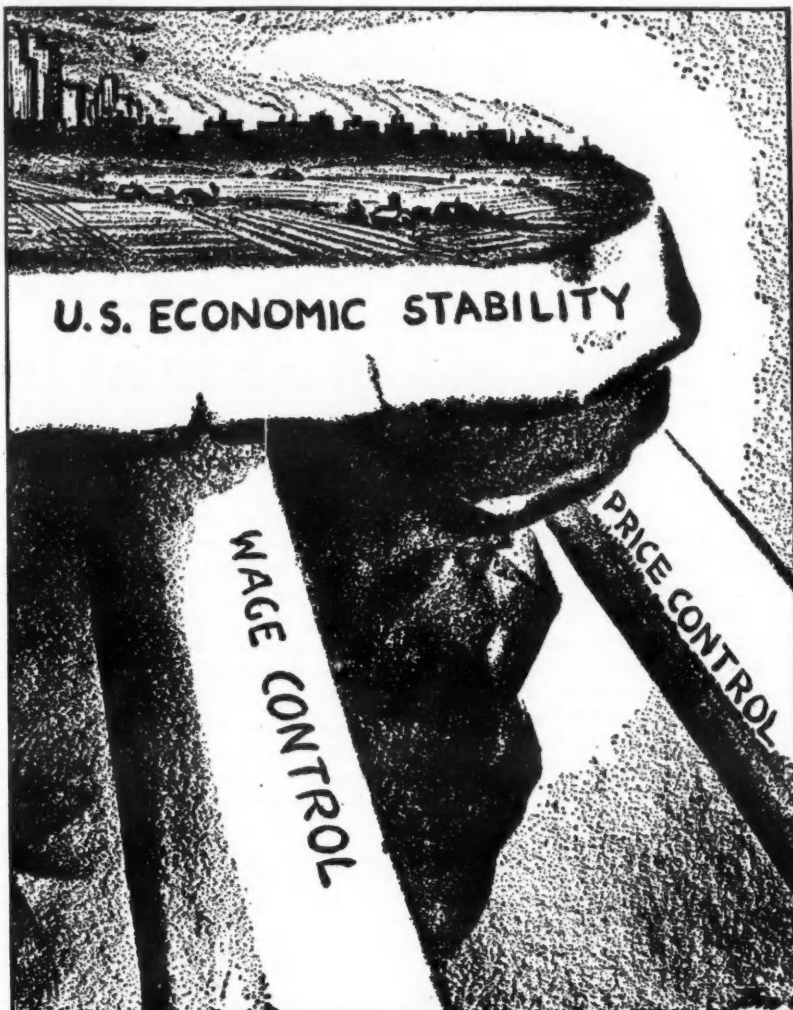
But I am not writing this article primarily about the coal strike. The facts relative to the strike and the truce are stated on page 4 of this paper. This article is concerned with the spirit which made the strike possible; with the apparent determination of millions of Americans to put their own interests above those of the nation—to get what they want or feel that they need regardless of the effect on the war effort.

Self-Examination Needed

The miners are being widely condemned for adopting that attitude. Those who are criticizing the miners, however, should examine their own actions and attitudes. There is evidence to show that very many people are trying to use the war emergency for their own benefit. Powerful organizations, representing people of all classes, workers, farmers and business, are using pressure to advance class and private, rather than national, interests. Even among the well intentioned, among those who are not trying to feather their nests in wartime, there is evidence of indifference and lack of active, energetic concern about the vital problems of war and peace.

In short, there is evidence, and some of it stands out sharply in the news of the week, that the American people are not rising unselfishly and unitedly to a great occasion. They are not meeting the grave national crisis in a spirit of complete devotion to the country's best interest. They are not doing as well in this respect

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LITTLE IN NASHVILLE TENNESSEAN
The nation's props

Use and Abuse of Daydreams

By Walter E. Myer

During these days which are anxious and somber, we cannot let our minds dwell constantly on hard and bitter reality. We must have occasional moments of escape in which we turn to lighter literature—the detective story, perhaps—and in which we permit our minds to wander into worlds of make-believe. At all times, regardless of the immediate prospects before us, we are inclined to indulge more or less in flights of fancy. This is all very well, provided we do it in moderation and that we understand the limitations of such indulgence.

There is much to be said for castle-building or bubble-blowing as a diversion. Most of us find our daily occupations somewhat drab, and it is a pleasant and exciting relief to escape in fancy once in a while and engage in romantic or adventurous pursuits. Our imaginations were cultivated during our early years by the fairy tales with which we became familiar. The romantic impulses were kept alive later by fiction which was unrealistic, perhaps, but entertaining, and they are now sustained by the glamorous characters and plots of the movies. No wonder we build castles in Spain and dream of a future replete with glory and achievement!

We should, however, make use of these excursions into fancy only as a diversion or entertainment, not allowing them to become a substitute for action. A good many people, unfortunately, do not know the meaning of moderation. They are always dreaming of the future and talking of the great things they are going to do. They obtain satisfaction from the contemplation of the success that is to come, but take no concrete and definite steps in the direction they are expecting to take. They do no real work of preparation. Daydreaming in such a case becomes a dissipation, an escape from a not-too-pleasant present, but not a real escape.

The only real and effective and permanent escape from an unsatisfactory present comes from action which changes the conditions of life in fact and not in fancy. There is a pleasure which comes from imagining possible and attainable improvements and from planning definitely to accomplish the results which have been imagined. There is satisfaction in action which leads to achievement. Let each individual build his castles in the air, but build them not so far above the surface that they may not be reached. Then, while his enthusiasm is still aflame, let him begin the work of moving in. Dreaming should be accompanied by planning, and planning should be followed by action. To dream without planning, to plan without working, is dissipation which leads inevitably to disillusionment and failure.

World Food Parley To Begin Tomorrow

Representatives from 40 Nations
Meet at Hot Springs for
Conference

DIFFICULT PROBLEMS FACED

Immediate Postwar Needs as Well as
Long-Range Program Will
Be Considered

It may well be that historians of the future will look upon tomorrow, May 18th, as the real date when the peace conference of World War II began. At any rate, a conference does begin tomorrow, at Hot Springs, Virginia. The representatives of more than 40 nations will meet there for the next two weeks, to study and discuss the biggest single problem of the postwar world—how to feed a lean and hungry world. These delegates are technical experts—not politicians—and their purpose in meeting is to assemble facts and exchange ideas—not to pledge their governments to any specific plans or agreements. This is a preliminary conference, but it will lay the groundwork for the definite action taken at the final peace conference.

In future months there will undoubtedly be other technical meetings of this kind to study such problems as health and transportation. But this is the first organized effort on a broad international scale to study the basis of a peaceful and stable postwar world. It is by far the largest international conference of any kind since the war began, and it will be the first time all the United Nations have met together. In every way tomorrow marks a momentous occasion.

Powerful Weapon

It is not surprising that food has been chosen as the subject for this first conference. We have long ago learned that food is a powerful weapon in war, that it can be a powerful lever in peace for raising the living standards of millions of people so as to avoid future wars. Food is, after all, the most important single factor in human life. An old folk saying puts it this way: "Only nine meals stand between man and revolution." Up in Alaska they say it a little different way, but it means the same thing: "One day without food and a man will complain . . . two days without food and he will steal . . . three days and he will murder!"

The problem of feeding the starving peoples of Europe and eastern Asia immediately after the war, and the still greater problem of setting agriculture back on its feet in these areas is so enormous and so complex as to stagger the imagination. It is in many ways a bigger problem than that of fighting the war itself. For one thing, where will the food and supplies come from? We used to think there were mountainous sur-

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Conflicting U. S. Groups

(Continued from page 1)

as the people of certain other democratic nations, notably England and Canada, are doing.

People who act selfishly and get in the way of the war effort are usually not consciously unpatriotic. They feel that they have a right to look out for their own interests. No doubt that is what the coal miners think. And that they have just grievances I do not doubt. Everyone who has visited the coal country knows that most of the miners live in an environment that is grimy, bleak and barren. They work hard at a dangerous occupation, providing the nation with a product essential to industry and to life. They deserve well of the country they serve. In my opinion, they deserve higher wages in normal times than they get.

So do those who work in many other industries, including agriculture. But this is no time for a reshuffling of the cards. A nation cannot bend every energy toward the winning of a terrible war and at the same time correct all existing injustices in the distribution of the national income.

Conflicting Demands

The only safe course in wartime is to freeze wages, prices, and profits at existing levels. That would call a halt in industrial conflicts. It would permit the nation to give its full effort to the war.

The government is trying to follow that plan but it is hard to do because there is so much opposition from so many quarters. In spite of efforts to hold prices down, a good many prices are rising. Workers, seeing that the cost of living is going up, insist that wages be increased. In some cases they demand even higher wages than would be necessary to cover the increased cost of living. Many farmers insist upon higher prices for their products, even though such an increase would boost the prices of food. The farmers, unlike the coal miners, do not quit work to enforce their demands, but they use political pressure on Congress.

Of course, if farm prices go up, the cost of living to everyone will rise, the costs of business and industry will go up and there will be an increase of prices all along the line. This will lead to further demands for increases in wages and farm prices,

and we will be headed toward rapidly rising prices, or inflation.

But it would be a mistake to talk, as so many do, about the demands being made by workers and farmers, without taking note of what is happening in the business world. Businessmen are as anxious for increased profits as workmen and farmers are for higher wages and prices. And many a corporation is enjoying fat profits, even after paying taxes, from war contracts. An undue proportion of the contracts are going to large corporations rather than to small concerns, so the big corporations are adding to their wealth and power. Yet every attempt which is made to limit profits or large incomes, either directly or through heavier taxation, is violently protested by many people who would be affected.

This contest of conflicting interests, each trying to make all it can out of the war, may not ruin the nation as a similar conflict of selfish interests ruined France. There is no present prospect that such a thing will happen. Despite all the annoyances and difficulties that are in the way, the American people are doing a tremendous job of war production.

But the pressure of selfish interests is keeping us in hot water. We are in danger of labor troubles that might weaken our war effort materially. The recent coal strike by which half a million miners temporarily defied the Government of the United States was a positively alarming event.

We are also in danger of inflation due to the constant demands of farmers, workers, and business for increasing incomes; and inflation, if it comes in an aggravated form, will be serious business, both during and after the war.

Now here is something to think about: The English are not kept in hot water by such conflicting interests. They have some labor troubles, but not serious ones. Labor, industry, and government have learned how to come to terms.

The people of England are not expecting to profit by the war. They do not expect to fight a war without making sacrifices. They know that they cannot carry on the war and still live as well as they have been living and they do not do so. There is no threat of inflation in England or

(Concluded on page 7)



Men in the Navy's Submarine Service

Submarine Service

SUBMARINE service calls for iron men—for steady-nerved sailors and officers who can stand the physical pressure of navigating underseas and who can work without cracking up under the strain of knowing what will happen if an enemy depth charge finds its mark. That is why great care is exercised in the selection of men for this work, and why extensive training is required.

Only volunteers are accepted for training at the Navy's submarine school in New London, Connecticut. Not only are they volunteers, but they must have made an excellent record during the months they have been in the Navy. After doctors have gone over them with a fine-tooth comb for possible defects, they go through two tests that weed out a good many of the incompetent.

In the supreme test, they enter a compression chamber which determines their ability to stand pressure. Those who flinch or show signs of pain—and it is no disgrace to do so—are checked off the list. The second and final test, conducted in a water-filled steel tower, is more a test of nerve. The candidate wears artificial lungs clamped over his face, and through an airtight chamber at the bottom of the tower, he enters the column of water. If he can rise to the top of the tower, he is accepted.

Throughout the three months or more of school, however, the veteran instructors are constantly on the lookout for weaknesses in students. Some of them do all right until they make their first real dive in a sub. After some ordinary routine, a diving order and a fire alarm may occur at the same time. If a man handles his duties in good order, despite the confusion, they know he probably will do as well in submarine warfare. But if he rattles, does things backwards, and makes mistakes, he is probably not the man for the close teamwork required on a sub.

Although a submarine may have 40 men aboard, it really has a crew of 80—every man is expected to excel in two jobs. So the student may specialize in radio work, while at the same time becoming an expert in sound detection, and so on.

To teach all the specialties, the school's classrooms are made up of what might be described as chunks of submarines. There are giant Diesel engines, for example, which the students must not only learn how to run but how to take apart and put to-

gether again. A hooded platform which tilts up and down in response to its controls is the land substitute by which the feel of a real sub is given. A few of the men in each class also receive training as divers, which equips them to make underwater repairs when submarines are damaged.

♦ SMILES ♦

The comedian's jokes were falling flat. He hadn't heard a handclap and at last lost patience.

"You people don't seem to know how to applaud," he said bitterly. "Are you all handcuffed?"

"Handcuffed?" retorted a bored listener. "Why you haven't even arrested our attention yet."—CAPPER'S WEEKLY



"I wish the Manpower Commission would make up its mind—Yes or No!"

KEY IN SATURDAY EVENING POST

Grandpa: "Yes, sir, it seems only yesterday that my head was grazed as we were charging up San Juan hill."

Grandson: "There's not much grazing there now, is there, Grandpa?"

—SELECTED

"Look here, grocer, I want a dozen eggs. Are they fresh?"

"Madam," the grocer said, "they are positively insulting."

—LABOR

We may want to use them again some day, so here is a record of some almost forgotten phrases:

"Fill her up, sir?"

"Another cup of coffee?"

"Need any blades?"

"The customer is always right."

—JOBBER TOPICS

Saleslady: "Here's a card with a lovely bit of sentiment—'To the One and Only Girl'."

Sailor: "Fine! I'll take a dozen of 'em."

—CAPPER'S WEEKLY

The cavalry recruit was instructed to bridle and saddle a horse. Ten minutes later the captain came along for his mount and found the recruit holding the bit close to the horse's head.

"What are you waiting for?" he roared.

"Until he yawns," answered the recruit.

—NATIONAL MOTORIST



Are you conversant with the big problems of the day?

The Airplane and Tomorrow's World

NO field of enterprise is likely to be more drastically altered by the war than is the field of aviation. Many of the strides which aviation is making in wartime are necessarily shrouded in military secrecy; nevertheless we do know that scientific progress is going forward by leaps and bounds. As Wendell Willkie reminds us in his new book, discussed in these pages last week: "I had traveled 31,000 miles. . . . The extraordinary fact is that to cover this enormous distance we were in the air a total of only 160 hours."

What is the future likely to bring to aviation? Shall we be able to translate the scientific advances made in wartime into peacetime progress? What type of plane is likely to be in use? Will the airplane replace other forms of transportation? How is the plane of the future likely to affect relations between nations?

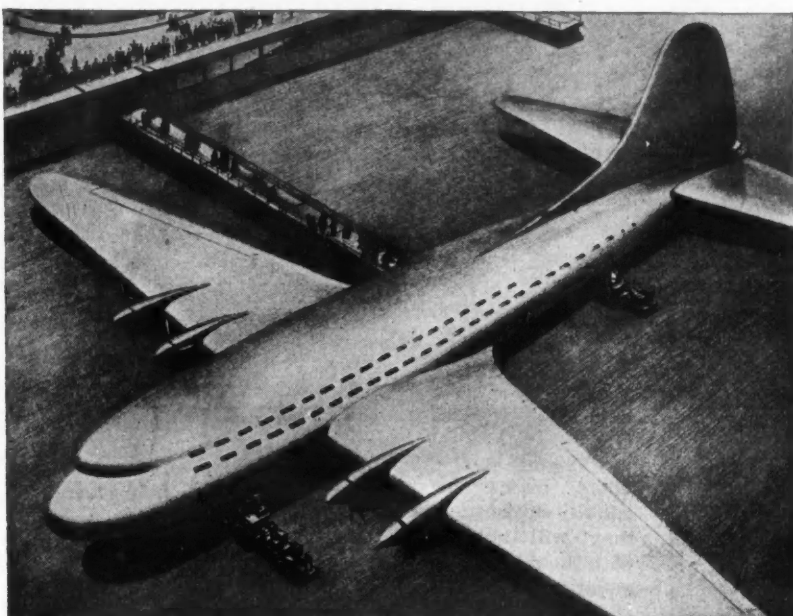
These are but a few of the facts discussed in an extremely interesting and important pamphlet *The Airplane and Tomorrow's World* (New York: Public Affairs Committee. 10 cents). It is written by Waldemar Kaempffert, science editor of the *New York Times*, and should be read by everyone who would understand the implications of the Air Age.

Progress From War

As Mr. Kaempffert points out, the war has accelerated progress in aviation almost beyond human conception. "Out of the bomber of the last war came the commercial transcontinental, transoceanic airplane. Out of the bomber of this war the giant cargo and passenger airplane of the immediate future is already emerging." The famous Glenn Martin *Mars*, a 125-ton cargo plane is only the beginning, and the future is almost certain to see giant air vessels of from 250 to 650 tons.

"We certainly have every reason to expect that planes for 150 passengers will appear soon after the war. A dozen of these could carry as many passengers on the North Atlantic run to Great Britain as were carried first-class by all steamers in an average year between 1929 and 1938. Two such planes flying every day in each direction could carry 20,000 persons a year. The *Queen Mary* can carry only 90,000 in 48 possible annual voyages, without allowing for time that should be spent in a dry dock."

One of the early postwar developments is likely to be extensive stratosphere flying, Mr. Kaempffert tells us. The stratosphere plane "will



Giant passenger plane of the future

have a sealed cabin within which the pressure will be that which prevails at 10,000 feet. The purity of its air will be maintained by oxygen regulators. It will climb at the rate of four miles a minute out of sight of ocean and land. It will be an ordinary event to breakfast in New York and lunch in Southampton or Portsmouth. With more highly developed Diesel engines than we have now, the cost of a flight to Britain should be less than that on a fast steamer. For \$165 it is even now possible to fly practically as far as from the United States to Great Britain."

How such transportation facilities are likely to affect future commercial and political relationships is apparent even now, during the war. Just as President Roosevelt can fly to Africa to confer with Prime Minister Churchill, just as much of the military strategy of the war is mapped out by personal conference among leaders of different countries, so in the postwar period, vital matters of public and private importance can be discussed at personal conferences with a minimum of delay.

Air Cargoes

That aerial freight is likely to develop in the postwar era is taken for granted. Its possibilities have been demonstrated by the war. However inadequate our supplies to China may be, it is significant that the air routes are now practically the only means of supplying that beleaguered nation. In the postwar world, more and more

cargoes will be shipped by air. We have already seen the possibilities of peacetime transport throughout Latin America where mountains and jungles and other geographic conditions make the plane the only effective means of transportation. As Mr. Kaempffert tells us:

"All through Latin America the plane has become indispensable. Refrigerators, radios, barbed wire, galvanized iron, tobacco, lumber, explosives, fuel, locomotives, mining machinery, cattle, donkeys, whole flocks of sheep, agricultural products, and food are carried by air to inaccessible communities. Through the service of Lloyd Aero Boliviana, Bolivia is passing directly from the llama, pack horse, and mule to the plane, and this for the reason that railway and highway communication between the plateau (12,000 feet) and the lowland is virtually nonexistent."

The great increase in air travel, passenger and freight, will have a profound effect upon the cities of the future. The large metropolitan areas, such as New York and London and Paris, may be affected less directly than many of the smaller places which will be located on essential air routes, for the simple reason that the airports must be located at considerable distance from the heart of the large cities. In the smaller places, Mr. Kaempffert sees the following changes:

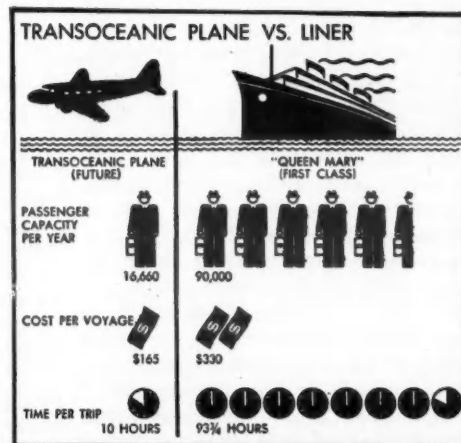
"Little towns destined to become essential ports of call will plan for the future. The airport will therefore be the center of the community—a vast open space surrounded by hotels and business structures. There must be radio beacons, markers, meteorological offices, and special machines to load and unload cargo more speedily than is now considered necessary for railway box cars. The cost will be heavy, yet not so heavy as that of railway tracks, signal systems, stations, and terminals. New skills will be demanded, and more employment will be created. It has been estimated that the air transportation of perishable goods alone, and the necessary ground crews, offices, and other facilities will

require as many men and women as are now employed by our railways. Automobile history will be repeated in the sense that thousands of service stations and tens of thousands of specially trained mechanics will be required to preen the wings of a nation that has taken to the air."

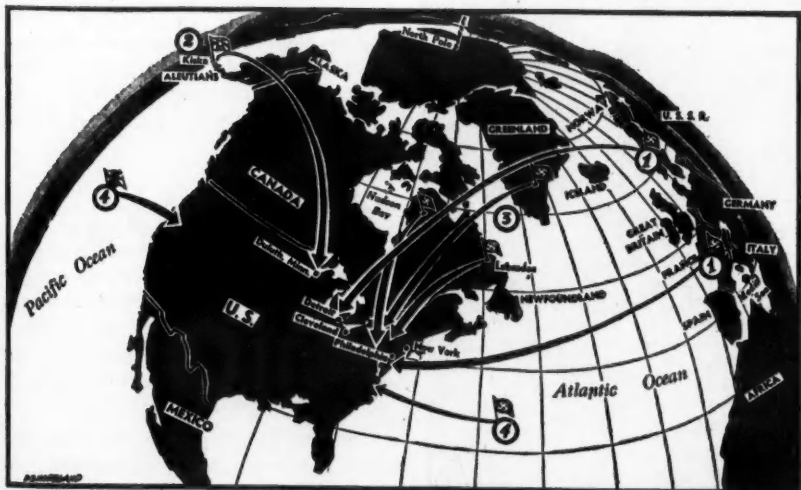
The map on this page shows how accessible various parts of the United States are to bombing. Thus the plane has had the inevitable effect of drawing the world closer together and no nation in the future will be able to isolate itself from the rest of the world. Mr. Willkie reminds us of this fact in his book when he says:

There are no distant points in the world any longer. I learned by this trip that the myriad millions of human beings of the Far East are as close to us as Los Angeles is to New York by the fastest trains. I cannot escape the conviction that in the future what concerns them must concern us, almost as much as the problems of the people of California concern the people of New York.

The peacetime development of aviation is likely to have profound effects upon habits, standards of living of peoples in even the remotest section of the world. To illustrate this possibility, Mr. Kaempffert tells of the experience of Dr. Charles Cammell, Deputy Minister of Natural Resources of Canada. "As an explorer, he traveled three and a half years (1899-1903) on foot and in canoes over 1,400 miles in the Arctic. Thirty-five years later he covered the same route by airplane in 10 flying days, stopping overnight. On his first journey he discovered a tribe of Eskimos who had never seen a white man and who had no iron. Their lances were barbed with walrus



The plane draws the world closer together



SIX WAYS TO ATTACK U. S. are shown on this map to indicate the need for continued precautions against enemy air raids. The two number 4's on the map are to show the possibility of attack from aircraft carriers.

ivory; their light came from open seal-oil lamps with wicks of reed-piths; their knives were sharpened walrus tusks; their clothes were of skin sewn with caribou sinews. In a word, they lived in the stone age. On his second visit, he found the men equipped with repeating rifles, outboard motors, sewing machines, and cameras, all transported by plane. Some of the women even wore corsets."

But if the airplane opens up a world of vast possibilities for the future, it also creates many a headache which must be recognized if the world is to progress. Unless some means can be found of preventing aggression in the future, the airplane can become an instrument of destruction far more deadly than the present highly developed bomber. Thus while the plane holds out great promise to the world of the future, it also presents a great challenge.

The Story of the Week



As the Axis is cleared out of Tunisia, possible routes of invasion are studied, including northern Europe.

War Fronts

When this paper reaches its readers, the Tunisian campaign may well be ended except possibly for very minor mopping-up operations. As this is written, the Axis troops remaining in North Africa are falling back in utter confusion into the scrubby hills of the Cape Bon peninsula, an area of about 45 by 25 miles. The collapse of their resistance was unexpectedly rapid—Tunis and Bizerte both fell in one day, and literally tens of thousands of Axis troops have surrendered in less than one week.

Meanwhile a tight net has been drawn around Cape Bon by naval forces to prevent any attempt at evacuation. Allied bombers have added their share by extremely heavy bombings of the Axis base at Palermo in Sicily, wiping out a square mile of harbor and industrial area. Similar attacks have been made upon other Axis island bases.

In a broadcast from Algiers to the people of France, General Giraud has predicted a European invasion very soon, from every direction, and warned that the fight would be "hard—perhaps long." The attention of the whole world is now turned toward the coming battle of Europe.

In Russia the entire 2,000-mile battle front will be dry and hard by the end of this month. Already the tempo of battle there is speeding up, as the Russians drive fiercely to push the Germans from their toehold in the Caucasus, while big Russian bombers have begun smashing at Axis supply and communication centers.

In Asia the British have withdrawn from their outposts in Burma until the monsoon season ends. In China joy over the Tunisian victory is tempered by fear that the Japanese may soon launch a surprise attack in the Far East.

Coal Dispute Continues

Despite the truce in the coal mine dispute, no solution satisfactory to the miners had been reached as this paper went to press. Tomorrow, May 18, the truce comes to an

end, and it seems almost certain that the strike of two weeks ago will be resumed if no agreement has been reached by that time. President Roosevelt has made it plain that he will not tolerate a strike; in this stand he has the full backing not only of the government forces but of popular opinion as well. But John L. Lewis and his mine union have been equally emphatic that they will not deal with the mine owners under the regular procedure of the War Labor Board, a course which the government has indicated that the union must follow.

Thus if a strike is called tomorrow, it will plainly be a test

of strength between the President and Mr. Lewis.

Although a solution has not been reached, some steps have been taken to ease the situation. The government has moved to stabilize the cost of living by subsidizing producers of meat, butter, and coffee. Meanwhile the WLB has resumed its study of the miners' demands for a \$2-a-day increase in pay.

Price Control

The government has at last taken two definite and concrete steps to control the ever-rising cost of living.

1. The Office of Price Administration has ordered a 10 per cent reduction in the retail prices of coffee, butter, and meat, including beef, veal, pork, lamb, and mutton, the change to go into effect June 1. In cases where this would work a real hardship on producers, direct subsidies will be paid by the Reconstruction Finance Corporation. Such a plan has worked very effectively in England, and although the cost here may run into several billions of dollars a year, it will be cheaper in the

long run than a wild race between prices and wages.

2. Price ceilings heretofore have been very hard to enforce, because they varied from store to store, according to the prices charged in each store during the period on which the ceilings were based. Now OPA has set up dollars-and-cents ceilings for approximately 80 per cent of the foodstuffs in the family market basket. For the present these will apply in all the larger cities, including a population of about 45,000,000. The new schedule of prices is being printed in newspapers, so that housewives may make an easy check on their grocers and help ferret out black market operators.

European Commander

Lieutenant General Jacob L. Devers, head of the armored force, has been named commander of United States troops in the European theater. He succeeds Lieutenant General Frank M. Andrews, who was killed a few days ago in a plane crash in Iceland.

There is some significance, perhaps, to be seen in this appointment. Most of the Allied attacks on Europe to date have been aerial, and General Andrews was one of America's greatest airmen. Now the command has been passed—not to another airman—but to an expert on ground warfare. This bodes no good for Hitler, whose forces will soon face a land invasion by United States and other Allied troops.

General Devers is not particularly well known to the American public, but in the Army he is rated tops. Only 56 years old, he has already had broad experience. He was originally an artillery expert; he helped modernize and expand the defenses of the Panama Canal Zone, and he helped select the sites for United States bases on British islands in the Atlantic.

He has established a fine record as commanding officer at Fort Bragg, North Carolina, and an equally splendid record with his armored forces. A recent trip of inspection and study of the entire European, North African, and Middle Eastern theaters specially fit him for his present assignment.

International Triangle

Relations between Poland and Russia, and Russia and the United States, held the international spotlight through a series of tense developments last week. When the Soviet broke with Poland's government-in-exile, observers felt that there was a larger issue at stake than the Nazi accusation that Russia had murdered a group of Poles.

That issue was the postwar boundary line between the two countries. Unexpectedly, Premier Josef Stalin spoke out on the subject. Questioned by New York Times writer Ralph Parker, he told the world that his country wants a strong Polish state



Joseph E. Davies

in the postwar world—a state with which friendly and cooperative relations can be maintained, and which may possibly ally itself with the Soviet against Germany.

A day after these words had brought new assurance of peace among the United Nations, another Russian spokesman, Andrey Vishinsky, Deputy Commissar of Foreign Affairs, renewed the quarrel by accusing the Polish government of pro-Hitler activity. And shortly thereafter, former Ambassador Joseph Davies made ready for a new journey to Moscow, this time with a highly secret letter from the President to Stalin.

As these developments crowded the front pages of American newspapers, still another controversy regarding Russia broke into print. This one had its origins in Hollywood, where Warner Brothers had just released their film version of Ambassador Davies' *Mission to Moscow*. As we go to press, the picture is still being belabored from every angle—as too favorable to Russian policies, as factually inaccurate, and as false in the picture it gives of Communist living.

Italy "Celebrates"

Last week Italy observed its annual "Empire Day," but under the substitute name of "Day of Italy's Right to Africa." At best it was a half-hearted and weak "celebration," for all of Italy's proud African empire of former days is gone.

In observance of the day, Italians gathered around the monuments of their war dead, flags were displayed, and there were public ceremonies. But nowhere was there much gaiety—instead a grim mood seemed to



CHICKEN DINNER FOR CAPTIVES. Unshaven and hungry, these Nazi prisoners are given a chicken dinner after they are brought into port at Charleston, South Carolina. They were taken aboard by a Coast Guard cutter after they had jumped overboard from a sinking Nazi U-Boat.

engulf the nation. Leading Italian propagandists filled the air with wild boasts that Italy would reconquer her empire, and that a victorious offensive by the Axis would soon begin. The loss of Tunisia was written off as of little importance, while attention was directed to the "invulnerable" bases of Sicily, Crete, and Sardinia.

In spite of this public show, the real temper of the Italian people remains unchanged. Recent travelers from southern Europe report that the mood of the people is defeatist, and that even the Fascist authorities have been infected by this hopeless feeling. They know all too well that they cannot win, and the alternative is not pleasant to contemplate.

Russia Rebuilds

The slow, painful retreat of the German armies from Russia has not meant an end to Soviet efforts. As quickly as they reclaimed their land, the valiant Russian people have set to work anew—rebuilding what the battles of the past year have destroyed.

Around Stalingrad, 400,000 acres of grain have already been sown. Near Rostov, some 2,000 tractors are at work, preparing the ground for the 3,750,000 acres of crops to be sown this year. Equipment from the central government has been sent to replace what was wrecked during the occupation of the Germans.

Bridges, highways, and railroads are being repaired all over western Russia. Last week, the first passenger train got through from Moscow to Vyazma, an important railway junction which was almost wiped out last March. The great highway from Moscow to Minsk is in working order once again. Every road bridge from Moscow to the left bank of the upper Dnieper has been reconstructed.

Japanese-American Rights

Scattered through the western sections of our country, there are some 70,000 people—American citizens by birth—who have been deprived of their freedom and barred from either working or fighting for the nation. The sole complaint against these people is that they had Japanese ancestors.

Now the Senate Military Affairs Committee has taken action on their plight. Recognizing that these people should be investigated carefully for possible disloyalty, it also recognizes that indiscriminate holding of all Japanese Americans is a grave injustice. It proposes that the Selective Service law be applied to the



From a scene in "Mission to Moscow"

Nisei, as they are called, and that those whose allegiance to the United States can be established be allowed to work as soon as possible.

The Army has already found Japanese Americans good soldiers. Considerable numbers of them have been fighting and preparing to fight for some time. With the current manpower shortage, most people feel that the Nisei should be given a fair chance to prove their patriotism on the home front as well.

A Valuable Folder

What a big airliner is like, from the inside out, is pictured and described in an excellent leaflet prepared by the United Air Lines. Top, front, and side views are given with identifying labels, and the parts that make flight possible are clearly explained. Best of all is the cross-section view of the entire plane, showing all the main features and

the complete layout of the interior.

Ten copies of this useful folder will be sent to each teacher who requests them of W. A. Wheatley, United Air Lines School and College Service, Chicago, Illinois.

The Arab Viewpoint

A year ago, huge German armies were massed in Libya. Axis might threatened the whole of the Middle East. And the Arab world, stretching from Turkey south into Egypt and Saudi Arabia, and east into Iran and Syria, looked to Hitler for its future.

Today the situation is far different. The Arabs, still respecters of power, have begun to think less of Hitler's claim to be a descendant of the prophet Mohammed and more of the planes, and tanks, and guns so effectively representing the United Nations in their part of the world.

So sure is the Mohammedan world

that the Nazis will lose this war that the principal Arab leaders have already begun vying with each other for top post in any Middle Eastern federation the Allies might set up. The idea of a union of states for that region has been gathering popularity. At present, Ibn Saud of Saudi Arabia and Emir Abdullah of Transjordan are the main contenders for leadership of such a federation.

Prize Winner

To most Americans, Paul Revere has never been more than a man on horseback, galloping eternally through a poem learned in school. Last year, however, a New England woman whose ancestors were revolutionists along with Paul Revere disentangled the man from "Listen my children . . ." and placed him and his world in a new book.

This book, *Paul Revere and the World He Lived In* has just won Esther Forbes a Pulitzer prize for history. Miss Forbes is the only woman to win a Pulitzer award this year, and the second woman ever to receive one for history. Last year, Margaret Leech's *Reveille in Washington* took top honors in this department. Miss Forbes' study was also chosen by the Book-of-the-Month Club in 1942.



BENSON PHOTO

Esther Forbes—Pulitzer Prize winner

A descendant of Samuel Adams, Miss Forbes had only to look into her own family background for material on the Revolutionary patriot. Because of her intimate connection with the Boston of Redcoats and rebels, she was able to bring to life not only a man but a place and a period of vital importance to the growth of our nation.

News Items in Brief

A radio sewing machine that "stitches" by radio-frequency current instead of with needle and thread was announced last week by RCA laboratories. The machine is not intended for woven cloth, but for thermoplastics—synthetic materials which are made into raincoats and caps, weather balloons, and various kinds of food packages.

* * *

For speeding the rescue of fliers cast adrift in the open sea, the Army Air Forces has developed a portable radio transmitter by which the men can send automatic distress signals. All

they have to do is send the antenna aloft by box kite, turn a hand crank on the set to generate power, and adjust a switch to indicate the signal for the area where they are lost. "AA," for example, is the distress signal which indicates that a crash landing was made in the North Sea.

* * *

Lieutenant General Frank M. Andrews, killed by airplane crash in Iceland, was the ninth American general to be listed as killed or missing in this war. The commander of all American forces in the European theater, he was the highest-ranking general killed thus far.

* * *

Without a shot being fired, the American flag has been planted and troops landed on the Russell Islands—strategic bits of land 30 miles northwest of Guadalcanal. The Japanese troops that once occupied the islands gave up their hold when their companion forces went down to defeat on Guadalcanal, and the American troops that recently moved in are now firmly entrenched.

* * *

Over a year after the event took place, it is now told that when American forces withdrew from Bataan Peninsula to Corregidor, the fortress island in Manila Bay was shaken by one of the worst earthquakes ever recorded in that area.



Denso and Kelen in "POUR LA VICTOIRE"

"These Frenchmen are capable of anything—they would even stab us in the back."

The American Observer

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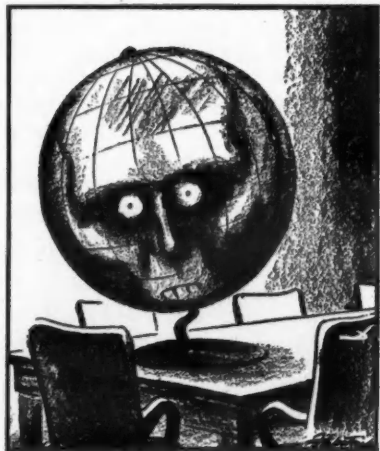
World Food Parley

(Concluded from page 1)

pluses of grain and meat and other foods in the Western Hemisphere. But even in the United States—by far the greatest food-producing country in this part of the world, there are now serious shortages of many vital foods.

And even if the supplies are available, how are we going to get them to Europe? We have seen how difficult it is to transport supplies for an Army; we have thrown all the resources and ingenuity of American industry into the task. Feeding Europe and parts of Asia after the war will require every bit of this same Yankee ingenuity and more.

One example will illustrate. Take the single item of cattle. To get back to her prewar supply, Europe will need at least 11,000,000 head of stock. Now an 8,000-ton cargo vessel can carry about 700 head of cattle. Just to take over a million cattle—



A hungry world—problem for the food conference
FITZPATRICK IN ST. LOUIS POST-DISPATCH

scarcely a tenth of the needs—would thus require 1,500 trans-Atlantic trips! And besides cattle there are horses and pigs and goats and sheep, besides mountains of seed and thousands of plows and other pieces of farm equipment which will be needed. This is to say nothing of the vast quantities of processed food, of clothing, medicine, and industrial machinery which must be sent.

Public Reaction

There is still a third obstacle, and a very important one. That is the matter of public support for such a program of relief and rehabilitation, for it will cost much money and require many sacrifices on the part of the American people.

Writing in the current *Harpers*, William Henry Chamberlin voices some warnings about over-optimism on this score:

"A people will make almost any sacrifice of blood and treasure for the sake of victory, but this sacrificial mood almost invariably evaporates swiftly after the last shot has been fired. As soon as the compound of emotions excited by war—patriotic loyalty, desire to prove combat superiority, hatred of the enemy, and fear of the consequences of defeat—is dissipated with the coming of peace, there is a tendency to count pennies where dollars were formerly squandered without question."

Already the immediate task of feeding Axis victims has started. Herbert H. Lehman, director of Foreign Relief and Rehabilitation, is spending millions of dollars to send sugar, milk, green tea, cheese, medi-

cal supplies, clothing, and even newspaper to the people of North Africa. When the Nazis left this area they stripped it of everything on which they could lay their hands; many of the North Africans would have starved had it not been for our efforts.

As we invade Europe, Mr. Lehman's task will grow much greater, and on Armistice Day he will suddenly be faced with literally hundreds of millions of starving, desperate individuals, with but one thought on their minds: "How can I get something to eat?"

Extent of Starvation

It is hard for us to realize how seriously these people have been starved. As long ago as a year, some reliable statistics were gleaned from France, which showed that the German ration allowance for the French people was 1,116 calories per day. This is shocking in light of the fact that a normally active person needs at least 2,500 calories daily; a man doing nothing at all needs a minimum of 1,250 calories just to keep alive. Moreover, the French had almost none of the foods which are rich in minerals and vitamins.

Belgium is in even worse condition, while Poland and Greece have been deliberately and systematically starved. In short, every country in Europe except Germany and the neutrals is suffering today from the most terrible kind of undernourishment, which has undermined the health and sapped the will power of a whole generation. The problem of a starved Asia is somewhat simpler only because of the much lower normal standards there. Constant starvation is no stranger to most Asiatics, as it is to western Europeans.

In the name of humanity and for the sake of a healthy world in the future, these people must be fed until they can get back on their feet. The job of the Lehman Committee is already hard enough in the face of food shortages in this country, and it is proving very difficult to lay up the stockpiles needed for the postwar task. That is why Americans will have to continue to go on limited rations even after the war is over, for our country is the major source of relief food.

Following directly in the wake of feeding millions in Europe and other millions in Asia comes the even greater task of restoring agriculture



Great quantities of food must be sent to our Allies and to the people who will be liberated from Axis domination.

in these areas to something like normal. It is a heartbreaking task which will take years to accomplish. Consider some of the problems involved in Europe alone.

Restoring Agriculture

Upwards of half of the soil of the continent has deteriorated badly during the war for lack of care and fertilizer. Millions of farmers have been killed, and the rest have been weakened by starvation. By the end of the war most of the farm machinery—to say nothing of industrial and transportation equipment—will be ruined and useless.

The day the war ends Europe will need 10 million tons of seed; we shall find it physically impossible to send more than a tenth of the amount needed, but we must send that. As for the livestock, we cannot send nearly as much as is needed because of the sheer lack of shipping space. The thorough looting of the Germans and the slaughter of livestock for food has taken a fourth of the cattle (and this means the loss of 35 million gallons of milk daily), a fourth of the sheep and goats, two-fifths of the horses, half the pigs, and virtually all the poultry. The poorest stock is that which remains.

It will take at least five years to replace the cattle, nine years for the sheep and goats, and 15 for the horses. This last figure is especially significant, for Europe's small farms depend on the horse. Pigs and poultry breed fast, but unfortunately they require much the same food as human beings.

But the really important thing about rehabilitation is that it must not be simply a restoration of the

artificial agricultural system which Europe and the rest of the world had before the war—a system which could thrive only behind high tariff walls and which contributed heavily toward bringing on the present conflict. Such unwise restoration might well set the stage for another war.

Thus the most important step in this whole program of "food for freedom" is that of effecting a revolution in world agriculture and in the world's eating habits. This is the problem which the International Food Conference at Hot Springs will study for the next two weeks.

Job Before Conference

First it will try to determine the actual needs of the various peoples of the world for food and other essential agricultural products. It is already known that two-thirds of the world's population does not have even two meals a day. A billion and a quarter people live constantly on a semi-hunger diet, their tired, ill-nourished bodies an easy prey to disease and early death. Even in the United States before the war only about a fourth of us had really good diets, while more than a third were seriously malnourished because of poor diets. What amounts of food and what kinds of food will all these people need to enjoy freedom from hunger and malnutrition?

Secondly, the conference will study long-range methods of organizing world agriculture so that these needs can be met. We need to raise more food and different kinds of food. Thus the world population needs 50 per cent more cereals, 90 per cent more meat, 125 per cent more vegetable oils, 125 per cent more milk and dairy products, and 300 per cent more fruits and vegetables.

This means a shift in type of production, raising less cotton, coffee, sugar, and other "surplus" crops, and more of the protective foods such as milk, vegetables, and fruits. Small countries like France and Italy need to concentrate on vegetables and dairy products, leaving grain growing to the nations with vast production acres.

Such a far-reaching program has many implications. It means the scaling down of tariff walls—freer trade between nations. It may mean the formation of some kind of international agricultural organization to encourage necessary changes and promote conservation, to accumulate stocks of basic foods with which to regulate supply, stabilize prices, and prevent famines. These are some of the many things which the Hot Springs Conference will consider.



If the world is to have an adequate diet in the future, food-producing nations will need greatly to expand their acreage.

Group Conflicts Endanger United States

(Concluded from page 2)

Canada or Australia as a result of a general scramble of increasing incomes.

How are we to account for this? Are the English a better disciplined people than we are? Have they learned better how to compromise their differences? We Americans have always thought that we were as skilled in the art of government as any people in the world. Can we still make that claim if we are less able than certain others to work harmoniously together in a time of grave national crisis?

When I ask these questions I do not mean to imply the answers. I am not sure of the answers myself. We should all think seriously about such questions and determine the extent to which we as a people are failing to do our part in the national crisis. We should see whether we are falling behind other people in certain respects, and if so, why.

It seems to me that the American people (or a large proportion of us,) have certain of the characteristics of spoiled children. Throughout the history of the United States the people have been in an especially favored position. They have possessed a vast territory of fertile land, the richest natural resources in the world. They have had plenty of elbow room at home and have been undisturbed by powerful neighbors. The nations which might have been dangerous enemies have been separated from this country by oceans and, until the Air Age, oceans were a real protection.

No informed person would suggest that the American people have wasted or misused all these opportunities which were placed in their hands. They have used their resources to build a great nation. They have developed unsurpassed organizing ability. As they have worked with the almost limitless riches of a continent they have become an optimistic, progressive, self-reliant people.

Too Individualistic

In my opinion, they have become too self-reliant and self-satisfied, too individualistic. There has developed a viewpoint that each one should look out for himself without bothering to cooperate much with others. The people have not been obliged to think as much about the national welfare as the people of certain less favored countries have, for our nation has not often been in danger. We could waste resources and still there would be plenty left, or so we thought. We could disregard international problems without getting into trouble with powerful neighbors. No mistakes which we could make were fatal, as they might have been in the case of a poorer country sandwiched in between great powers.

Americans have not, therefore, learned how to stand together and to put selfish interests aside in a time of national peril, for the nation has not often been in peril. They have not learned this lesson as well as certain other people have. They have not learned very well how to cooperate for the common good. That is why so many conflicting groups are scrambling to make all that they can out of the war, even though the scramble is interfering

with the success of the war effort. That is why great corporations, even after paying heavy taxes, are fattening on the war. It is why farmers' organizations insist on benefits for farmers, even though the policies they advocate threaten us with inflation.

seizing what it can for itself, heedless of the common interests? Will they learn to work unitedly and cooperatively in times of peril?

A study of history gives us no certain answer to these questions. Sometimes nations find out quickly

There is strength and power, a wealth of resources, organizing talent, intelligence, in America—enough of it to guarantee us a great future provided these resources are wisely used. There is idealism and good intentions and humane purpose in America to a greater extent than anywhere else in the world. But all these are not enough, unless there is a sincere and thoroughgoing study of the national and international problems, and a determined and well informed effort to meet them.

I wish I could say that the American people are turning in that direction. They may be, but I am not sure of it. Some of the surface indications are not very encouraging. Last week Drew Middleton, writing in the *New York Times*, reported that American soldiers in Africa show little indication of interest in postwar problems. They are not talking about the settlement which may be made or the uses which may be made of victory.

Report from Front

I do not know whether this is a true report. But Drew Middleton has a good reputation as a reporter. Even assuming that his report is correct, I am not inclined to blame the soldiers. They are busy at a hard and dangerous job and one that must be done. It will be unfortunate, however, if our soldiers, millions of them, come back home, exerting the great political power they are sure to have, and yet without having done much thinking about the problems of world peace and order which must be solved if civilization is to be saved.

And here is another point to think about. Middleton reports that the English soldiers are interested in the purposes of the war and the conditions of peace. He says they read about these things and discuss them in their leisure time. If this is true, we may well ask what the English soldiers have that ours do not.

And then suppose we turn from the soldiers to the folks at home. The Gallup Poll which we quoted a few weeks ago indicates that the American people know far less about plans for postwar reconstruction than the English know.

Perhaps I am more concerned over this whole problem than I need to be. Frankly, I am not certain to what extent Americans are lacking in qualities of good citizenship. Instead I leave the question with you, the readers of this paper, and I ask you to assume some responsibility.

Are you politically mature? Are you making a solid and substantial study of the problems which must be solved if American greatness is to endure? Are you making real sacrifices for the war effort? Are you forming reasoned opinions concerning the part America is to play in the postwar world? Do you give undue time to comic strips and movies and light radio entertainment, or do you devote a considerable amount of time to solid reading, to thinking and to purposeful discussion? If all, or most, other Americans should follow the same reading, thinking, and discussion habits that you do, and if they should act as patriotically as you do, but not more so, will the future of America be secure?



A miner and his family listen to words of counsel from the President.

That is why labor troubles threaten to close our war plants.

We may have taken these faults in national character lightly in the past but we can no longer do so. Many of our resources are now being rapidly used up. We have little free land to which we can move when difficult problems of industry and employment are upon us. And we have lost our isolation. Early this month an airplane flew from America to Europe in a little over six hours. A few days later this record was broken. Other records will be broken again and again. In this Air Age, continental Europe is, for all practical purposes, as close to our

how to adjust to new and dangerous situations and sometimes they do not. The English learned this lesson and survived. The French did not, and France fell. Most nations do not learn it.

The United States could go either way. If we go ahead putting individual and class interests above the national welfare, we will be in immediate danger. Inflation or class conflicts may cause us to lose the war. If, despite them, the war is won, we may be thrown into such depression and internal disturbances as to render us helpless in the attempt to win a permanent peace.

If, on the other hand, millions of



What do the American soldiers who are engaged in fighting at the front think of the issues of the postwar world?

shores as it was to England in Napoleon's time. Mistakes which, in the past, merely retarded our progress may now be utterly disastrous.

Will the American people learn this lesson before it is too late? Will they learn that they can no longer safely act like spoiled children, each group

Americans should understand the danger, should realize that everything will not come out all right without sacrifice and cooperation and intelligent patriotic action, America may assume a commanding leadership in winning the war and in creating a better world.

Highlights From The News

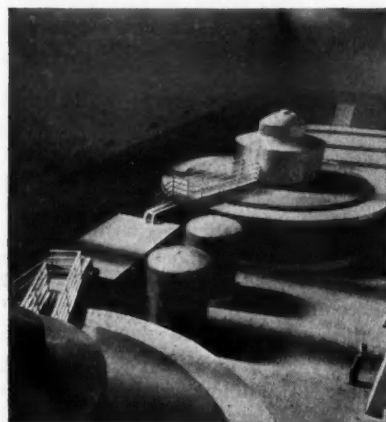
TVA Goes to War

Tomorrow, May 18, is the tenth birthday of the Tennessee Valley Authority, vast power project begun a decade ago to bring prosperous development to a previously untapped section of our country. Today it is not only enriching the lives of our people at home but doing a tremendous job of arming and equipping our forces for war.

In an article reprinted in the *St. Louis Post-Dispatch*, R. L. Duffus summarizes a few of its benefits:

TVA is producing half as much power for battle as all the electric generators in the United States were turning out during the First World War. It operates 20 dams on the Tennessee and its tributaries; the great Wilson Dam at Muscle Shoals, taken over from the Army as a heritage of World War One; four bought from private owners; the others constructed by TVA itself, eight of them completed since the fall of France in 1940.

All but two storage dams in this great system carry, or will soon carry, electric generators, and these two store water that supplies generators. Two more dams and power houses, each among the world's mightiest, are being built. More than 70 per cent of the



TVA PHOTO

TVA generators provide power for war

developed power is going into war. Soon it will be 80 per cent.

As the river flows, so flows the current from the great machines. It flows far beyond the valley. It flows into a network of power lines extending from the Great Lakes to the Gulf of Mexico, from the Mississippi to the Appalachians. Soon, through connections made or improved since Pearl Harbor, it will be furnishing 20 per cent of that power. The mills of Gary, the war plants of Baton Rouge and Mobile, would falter if a single one of TVA's dams went out of operation.

Underground Technique

Just about the most perilous profession in the world belongs to those daring men and women who keep the Underground movement alive in Germany. Jon B. Jansen and Stefan Weyl, two refugees now living in the United States, tell some of the rules of the game in an article condensed from *The Atlantic* for *Reader's Digest*:

In our underground organization, each member always had a plausible explanation for his every action. We used birthdays and similar occasions when we wanted to bring a group of our people together. One of our members postponed his wedding for four weeks so that it could be held on a day when two of our important contact people from another city could come to Berlin.

You can't appear a normal citizen without a regular occupation. So one of our leading men became an agent for an insurance company. This gave him an excuse to travel around the city; if he was caught in a tight place he could always explain that he was selling a policy. Another member, a courier, was a taxi-driver. A third set



ACME

SEASONED VETERANS. American soldiers who have fought in Africa are no longer raw troops. They have become toughened veterans, skilled in all the arts of modern warfare.

himself up as a genealogist—a common profession in the Reich where everyone has to prove his Aryan ancestry. A genealogist might easily have to make journeys into the provinces.

Even when ill, an underground worker cannot allow himself the privileges of an ordinary citizen. One of our friends had to be operated on for acute appendicitis. He remembered that once before under an anesthetic he had talked for hours. Terrified that this time he would give away important secrets, he didn't dare go to a hospital, and we had to find a trustworthy physician who would perform the operation in his private clinic.

Hill 609

As American forces toiled and fought their way toward Bizerte, they came up against a chain of strong mountain fortresses held by the Germans. One of these was Djebel Tahent, called Hill 609 by the staff. Because it was the highest, it was the most important. Its storming by our troops brought a new company of heroes into American history.

Drew Middleton describes the last stages of the battle in a story sent by wireless to the *New York Times*:

Sweating wearily, the troops reached the summit and saw before them the last small wedge of Tunisia that the Germans have kept. They were subjected to heavy mortar and machine-gun fire there from the enemy on the reverse side of the mountain. So they went forward—down this time—and cleaned him out with the bayonet. There were still a few knots of resistance on the hill, so the big men with their shirts open at the collar—the men who, the prisoners say, do not sing like the English or shout like the French—went over the hill again, routing them out.

You can go there as I did, three days after the battle, and find it quiet. There are no monuments, as at Little Round Top or in the Argonne. Just the green grass, the slightly yellow wheat, the dirty white of the Arab village. There is a little graveyard being dug, with black German crosses. Down at the



THREE LIONS

Native women of Bolivia sort tin waste in the interests of conservation.

bottom there is an American one.

Despite the signs of battle, from concrete gun emplacements to bits of equipment, this hill is quiet. History was made here only yesterday, but today only the wind blows over the rich grass and ruffles the wheat. And there is silence in the graveyards so far from home.

Bolivia's Vital Tin

In more peaceful days, the United Nations and the world looked to Malaya for supplies of tin. Now that source of supply is barred to us by Japanese conquest, and we have turned to our own hemisphere for this essential metal. Bolivia has stepped in to fill our need.

In the latest issue of the *Pan American*, Dr. Diomedes de Pereyra tells something about the vital industry through which Bolivia is helping us package food for our fighters and equip the engines of war:

Bolivian tin mining remained primitive until the turn of the century. The rock was broken out with hand tools, sorted by hand, crushed with the simplest type of hand instruments, reduced to a concentrate little better than 50 per cent, and finally packed on the backs of llamas for transport over rough trails to the railheads several days' journey away.

Had not this procedure been modernized, tin would now be a rare and precious metal; and the United Nations would be practically without a critical material.

But now a tracery of 300 miles of driftways has been bored into the mountains. In hundreds of stopes the miners attack the faces of the ore veins with compressed air drills equipped with water jets to eliminate the dust from the drilling operations. A miniature railway system follows, and trolley locomotives assemble the ore trains in the mine and haul them out to a modern mill where an 80 per cent tin concentrate is produced. Then, instead of being put on the backs of llamas, these concentrates are loaded into freight cars which start for the seacoast over a 65-mile railway.

The output has been enlarged to meet growing needs of the United Nations. In 1939, Bolivia shipped 27,215 long tons of fine tin. In 1941, the figure was up to 42,740 long tons. This year's production has started at the level of a prospective 44,000 long tons.

Our Unknown Neighbor

Less than 40 miles from the Alaskan coast, we have a huge and almost unknown ally—Siberia. This region, once known only as the location of bleak czarist prisons, is now one of the world's great arsenals. Writing in *This Week* magazine, Emil Lengyel points out that the end of the war will not see the end of Siberia's importance to us:

In the First World War, Russia fought on the same side as America. Today we are again on the same side in a great war. More than ever before we realize that our destinies are linked on the Pacific Ocean. In contemplating the future, we realize that only

through close cooperation can we keep Japan in her place.

Siberia's importance will not be lost when peace returns to the world. Russia's center of population has been slowly shifting from west to east as a result of the industrialization of the Siberian hinterland. Curiously, a similar movement is noticeable in the United States, but in the opposite direction, our population being in the process of shifting from east to west.

When the war is over, the Soviets will depend upon Siberia more than ever before, because many of the rich industrial regions of European Russia have been laid waste. The center of the Soviets' industrial activity will be shifting eastward with the population. For years the Russians will be occupied with bringing to light the great wealth of their sprawling Siberia. As we ourselves turn increasingly to the west, we may some day call that vast region the New World of the Old World.

Bulgarian Dilemma

A slow trickle of news stories from the Balkans points to unrest in Bulgaria. Assassinations, arrests, public demonstrations—can we take them to



JOHNSON

Bulgaria

mean that another Axis ally is getting ready to bolt from Hitler's camp? In an editorial discussion of Bulgaria's position, the *Washington Star* says:

It has been a cardinal principle of Bulgarian foreign policy never to be hostile to Russia, its liberator from the Turkish yoke. Russian influence has always been strong in Bulgaria. This largely accounts for the spread of Communism and socialistic ideas among a land-owning peasant folk.

Axis pressure has been unable to get a single Bulgarian soldier to fight on the Eastern Front. The Bulgarian government has done its best to fight a localized war in the Balkans, supplying troops to hold down the Greeks and the Yugoslavs and garrison the Turkish frontier. In that way, Bulgaria could realize her territorial ambitions at slight cost to herself.

However, darkening prospects for the Axis, Russia's growing power, and the unpleasant consequences of being on the losing side as she was in the First World War combine to make Bulgaria increasingly uneasy. As yet there is no definite proof that Bulgaria is ready to break with the Axis, even if that were militarily possible for the moment. Yet an Allied invasion of the Balkans might crack a Bulgarian morale which is becoming unstable.